



# Raul Hector Castro Land Port of Entry fact sheet



## Location

First Street and Pan American Avenue  
Douglas, AZ 85607

## Schedule

NEPA Start—Spring 2022  
Design-Build Bridging Master Planning AE Contract Award - Fall 2022  
NEPA Complete - Fall 2023  
Design-Build (DB) Contract Award - Fall 2027  
Notice to Proceed DB Construction Phase - Fall 2028\*  
Project Substantial Completion - Fall 2031

## Facility Size (Planned)

4.8 acre federal facility

## Border Agencies

Customs and Border Protection (CBP)

\* Construction contracts are dependent on resolution of schedules for site utilities and roadways.

## Project Overview

The Raul H. Castro Land Port of Entry (LPOE), located in Douglas, Arizona, is a critical facility for the U.S. Customs and Border Protection's (CBP) mission in southern Arizona. Today, the 4.8 acre federal facility, originally built in 1933 and expanded in 1993, is not able to fully meet CBP's mission requirements. In its current configuration, both inbound and outbound trucks maneuver within the same undersized commercial vehicle inspection compound, which slows traffic and poses safety hazards. The effective capacity of the port's small commercial inspection dock consists of just five bays. Furthermore, northbound pedestrians need to cross the path of northbound commercial trucks, posing a further safety hazard for people traveling on foot.

The U.S. General Services Administration has received funding through the Bipartisan Infrastructure Law (BIL) for the complete modernization of the facility based on the findings of a 2019 Feasibility Study. The funding is programmed consistent with CBP's 5-year plan to deliver a fully functioning port as established in the Spending Plan submitted to Congress in February 2020. A master plan for the two Douglas ports will further define the construction phasing and funding needs within the \$3.4 billion provided by BIL.

The project proposes relocation of commercial activities to a new stand alone commercial LPOE 4.5 miles away. With funding provided for the two ports, a masterplan is required to determine construction phasing at both ports. This will allow replacement of commercial operations, moving them from the current LPOE and then, once moved allowing efficient construction and modernization Castro LPOE.

Once commercial activities are transitioned to the new Douglas port, the modernization and reconfiguration of this legacy facility will replace the systems and buildings that are undersized and well beyond their useful life. The Castro LPOE renovation will include replacement and expansion of pedestrian and vehicular inspection and administrative facilities to meet CBP's current standards, and provide a safe and efficient processing of privately-owned vehicle and pedestrian traffic.